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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1861.

NEW SERIES No. 324

日二十月三年二十二緒光

FRIDAY, APRIL 24, 1896.

五拜禮

號四廿月四英港香

THIRTY DOLLARS
PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
79, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
Hon. J. J. Bell, Esq.—Deputy Chairman.
G. B. Dodwell, Esq., J. Kramer, Esq.,
M. D. Erskine, Esq., D. R. Sassoon, Esq.,
R. M. Gray, Esq., N. A. Sles, Esq.,
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.,
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.
INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by
the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Subscribed Capital \$500,000
HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq., Chow Tung Shing, Esq.,
H. Stollert, Esq., Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [17]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED \$1,250,000
PAID-UP \$625,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 4 per Cent.
per annum on the Daily Balance.
On New Fixed Deposits—
For 12 Months.....4 per Cent.
" 6 ".....3 1/2 " "
" 3 ".....3 " "
DEPOSITS RENEWED ON OLD TERMS.
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP \$300,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$300,000
RESERVE FUND \$325,000
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 4 1/2 per Cent.
per annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per Cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [13]

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on
MONDAY,
the 27th day of April, 1896, at 4 P.M., are
published for general information,
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 11th April, 1896. [696]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday,
the 27th day of April, 1896, at 4 P.M., by Order
of His Excellency the Governor, of One Lot
of CROWN LAND at Yau Tei, Kowloon, in the
Colony of Hongkong, for a term of 75 Years.
PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area	Annual Rent	Upset Price
1	Kowloon	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
2	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
3	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
4	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
5	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
6	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
7	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
8	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
9	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000
10	Yau Tei	100 ft. by 100 ft.	10,000 sq. ft.	\$100	\$1,000

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to \$8,065,402 Stg. The premiums are
moderate; and all modern features consistent
with safety have been adopted.
For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [464]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS AT
CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th May, 1895. [34]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000 \$833,333-33
EQUAL TO RESERVE FUND \$318,000-00.
BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.,
LOO TAO SHUN, Esq.,
MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 19th December, 1884. [23]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 25th May, 1894. [247]

Intimations.



GOVERNMENT NOTIFICATION.

The following is published.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd April, 1896. [713]

NOTICE TO MARINERS.

UNDER the Praya Reclamation Ordinance
No. 16 of 1889, DOUBLE ROW OF
PILES will be driven into the Sea-bed for
marking the LINES of the RUBBLE STONE
FOUNDATIONS of the SEA WALL and
EMBANKMENT, from MORRISON STREET to
the EASTERN END of WINGLOK STREET.
The Work of driving the Piles commencing on
SATURDAY, the 18th instant, Masters of
Vessels, Launches, Junks, Cargo Boats, &c.,
are hereby warned that they must exercise
caution in approaching within 50 yards of the
said Work, and that they will be held RESPONS-
IBLE for any DAMAGE caused by them to
such Piles or Work.

HONGKONG CLUB.

NOTICE.

THE TENTH YEARLY GENERAL
MEETING of the MEMBERS of the
CLUB will be held in the CLUB HOUSE, on
WEDNESDAY, the 29th instant, at 4 P.M.
By Order,
C. H. GRACE,
Secretary.

Hongkong, 20th April, 1896. [695]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY PER
CENT. upon CONTRIBUTIONS for
the year 1895 has been DECLARED.
WARRANTS will be issued on the 30th
instant.
By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 20th April, 1896. [703]

OLIVERS FREEHOLD MINES, LIMITED.

AN ISSUE of B SHARES is offered to the
Registered Shareholders of the above
Company in the proportion of one B Share for
every Share they hold. Every Shareholder on
the Register on THURSDAY, the 23rd instant,
will be entitled to an allotment of one B Share
for every Share, whether A or B, registered in
his name. All applications must be made on
forms for the purpose, which may be obtained
at the HONGKONG AND SHANGHAI BANKING
CORPORATION on and after the 23rd instant,
and must be filled up and lodged with that Bank
on or before THURSDAY, the 7th May next,
together with a sum of ONE DOLLAR for every
Share applied for as a first instalment. A
Receipt will be given, which must be forwarded
to the COMPANY in exchange for Scrip. No
further call will be payable in respect of these
Shares without at least two months' notice.
The SHARE REGISTER will be CLOSED
on THURSDAY, the 23rd instant, to THURS-
DAY, the 7th day of May, following, both days
inclusive, during which period no Transfer of
Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th April, 1896. [694]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI.....Malacca.....G. C. Hemming, R.N.R. 10 A.M., 25th April. Freight or Passage.
LONDON, &c. Canton.....A. G. Cullitt, R.N.R. About 2nd May...Freight or Passage.
SHANGHAI.....Marseilles.....J. R. London, R.N.R. About 3rd May...Freight or Passage.
LONDON, &c. Peking.....J. F. Jephson.....Noon, 7th May...{See Special
Advertisement.
JAPAN, &c. Amoy.....W. D. Madsen.....Noon, 8th May...{Freight or Passage.
(Passing through
the Island Sea.)
LONDON.....Yokohama.....P. W. Case.....About 14th May...Freight or Passage.
For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 24th April, 1896. [431]

THE PHARMACY.

TANSAN, TANSAN, TANSAN.
This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.
Sole Agents for HONGKONG and SOUTH OF CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
[605]

MEALS

(MONTHLY RATES FOR

AT H.K. HOTEL

BREAKFAST.....\$1.00
DINNER.....1.50
SUPPER.....1.00
ALL 3 MEALS.....4.50

THE HONGKONG BUTCHERY.

No. 11, 13 and 15 Central Market.
TRY OUR.
VEAL SAUSAGES 25 Cents per lb.
BOLOGNA SAUSAGES 50 Cents per lb.
SHIPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.
J. TATAM,
Proprietor.
Hongkong, 11th February, 1895. [49]

THE CLUB HOTEL, HOTEL METROPOLE.

5, BUND, YOKOHAMA. TSUKIJI, TOKYO.
FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Super-
vision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of residing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

KELLY & WALSH, LD.

DOLLAR AND RUPEE EXCHANGE TABLES.
Giving equivalents of RUPEES into DOLLARS and vice versa at rates ranging from
Rs. 175 to Rs. 207 1/2 per \$100 according by one quarter of a Rupee; compiled by G. D.
McINTYRE, Accountant of the Audit Office, Singapore.
PRICE.....\$3.50.
Hongkong, 18th April, 1896. [6]

MOUNT AUSTIN HOTEL.

1,000 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "RECREATION," HONGKONG. A. B. C. Code. TELEPHONE, No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
Tiffin at 1 P.M. DINNER at 8 P.M.
ARRANGEMENTS can be made for Tiffin or Dinner Parties in
PRIVATE DINING-ROOM.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 17th July, 1895. [49]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.
Sole Eastern Agents for
SPRINGTOR GRIP ARMOURD HOSE.
SNOWDON, SORS & Co. "SNOW-
DRIFT" MANUFACTURE.
THE NEW WIRE WOVEN ROOFING CO.
THE ALUMINIUM AND GENERAL
FOUNDRY CO.
BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and
Triple Expansion Engines.
COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of jointings kept in stock.
SPECIALLY MADE CLOTH FOR FILTERS. ENGINES and CYLINDER OILS.
W. JACKSON, Manager.
Hongkong, 27th February, 1896. [30]

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints.....\$35 per case.
do " " quarts.....\$33 " "
SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [33]

"AQUARIUS."

IT is gratifying in these days of typhoid to come
across a really pure and palatable Table Water.
"AQUARIUS" is such, and curiously enough hails from
the shiny, its birth-place being Shanghai. "AQUARIUS"
is so popular in China that it is proposed to open an Agency in London.
We have tried it ourselves—with Whisky—and found it admirable—
"SPORTING TIMES," 3rd August, 1895.
CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
Hongkong, 17th April, 1896. [39]

LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.
SIR CHAS. PRICE & Co.'s ENGINE and CYLINDER OILS.
ENGLEBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.
VALVOLINE, CASTOR OIL, &c., &c.
TUCK'S GENUINE PATENT PACKING.
ASBESTOS PACKINGS of all kinds.
PARAGON PATENT PACKING.
ROPE, CANVAS, &c.
HUBBUCK'S PAINTS and VARNISHES.
HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSION and ANTI-FOULING, for
STEEL VESSELS, STEEL PIPES, &c.
SOAPSTONE ENAMEL COMPOSITIONS for HOLES, BUNKERS and TOP-SIDES.
FRESH WATER SUPPLIED.
LANE, CRAWFORD & CO.
Hongkong, 4th February, 1896. [273]

SCOTCH WHISKIES.

Per Dozen.
"CLUB".....\$11.00
"SPECIALLY SELECTED".....10.00
"SPHINX BLEND".....9.00
"CHOICE OLD HIGHLAND".....7.00
"GLENLIVET".....6.00
TRADE MARK. 洋行 Hong Kong YUEN W. O.
TELEPHONE, No. 135.
BOTTLED BY—

GANDE PRICE & CO.,

WINE and SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 21st April, 1896. [420]

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST
ARTICLE AT A LOW PRICE.

BRAUN'S "EXPORT" BEER

PRICE—
\$10.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.
Cash on Delivery.
THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.
Head Office—8, D'Aguilar Street, Hongkong.
For price and terms, apply to THE MANAGER.
Hongkong, 22nd January, 1896. [1918]

JASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NO PROFESSIONAL ENGINEER REQUIRED.
[47]

PEARLING IN BORNEAN WATERS.

Through the courtesy of Captain B. Williams, who is well known on this coast and in the Straits, as the popular commander of one of the "blue-jackets" liners, we are enabled to give our readers the full account of an expedition, fitted out by the Pearly and Trading Co., Limited, of London, which has during the last few months been engaged in searching the coast of Borneo for the precious shell, under the superintendence, as Sailing Master, of Captain Williams.

The fleet, which consisted of the *Omaru*, schooner of 155 tons register, and seven luggers, averaging a registered tonnage of 12 tons, was under the management of Mr. A. C. Stewart, assisted by Mr. A. C. Stewart, and was fitted out in Johore. Each of the luggers was provided with all the latest improvements in diving apparatus and a competent diver, and "tender" were attached to each of them, together with a crew of four men. Amongst the various crews many people were represented—Chinese, Japanese, Malays, Mauritians, Laracas and others. The divers all hailed from the Philippines and received a monthly wage of \$28 together with a bonus of £200 sterling for all shell raised by them.

This fleet sailed from Johore on the 20th of May of last year bound for Borneo. The first call was made at the first calling place and wood and water were taken on board. The divers in the meantime prospecting round about for the valued bivalves. This much accomplished, a start was again made and a course was run for the islands to the northward, but, unfortunately, on reaching Sirassan the ladder was disabled and in bringing to the windward was broken. This necessitated a search for a sheltered anchorage where the necessary repairs were effected. Pearly shells not being found there, the fleet proceeded to the expedition made for Pangasinan Island where a thorough search was carried out, and at the same time a confession from the Chief, who is a vassal of the Rajah of Iloilo, was obtained, for this local official declined to disclose the position of certain beds which he professed to know of without the authority of his Sovereign. From thence Labuan was made, where the fleet was refitted, and the luggers were sent to reported beds, but owing to the inclement weather diving was impossible. While at Labuan news was brought of the wreck of the *St. Francis* and Captain Williams, who was in command of the vessel, but as the underwriters at Singapore would not give favourable terms nothing was done. After a thorough overhaul and refit the islands to the North were carefully prospected without result, as were the passages to Sandakan, which place was also visited, and several equally unsuccessful excursions were made, Sandakan being the temporary headquarters of the expedition. From thence a course was shaped for the Sulaw. On arrival, application was at once made for a concession, but the local authorities had no power for the matter, and consequently it had to be referred to Manila and from thence again on to Madrid for consideration. Here it became necessary to re-mobilize the fleet in part, consequently Captain Williams left for Hongkong. As an instance of what the luggers are capable of, the Captain says that he made the trip from Solo to Sandakan, a distance of 180 miles, in 2 days 20 hours, the nights being spent at anchor, the last thirty miles as a matter of fact being performed in 3 hours.

The life on board these craft is described as being most enjoyable providing one can "rough it" as of necessity the luxuries of life are not to be obtained. Conditions are described about the islands, one meets at times with extremely picturesque scenery, much of it possessing the additional charm of being quite unknown to foreigners. Good sport is frequently obtainable with a fowling-piece; pheasants, pigeons and jungle fowl being found in large quantities, and often deer and pig are to be had. The natives are described as being very friendly and always glad to see strangers for the purpose of bartering, etc. From a commercial point of view Captain Williams tells us that pearly in not what it formerly was, shell that used to fetch £200 a ton now realising only about £20, but even at this latter price it is fairly well sold. Then, again, all pearls found are clear perfect, no account being taken of them in any estimate of expenses. The diving apparatus has been so much improved during the last few years that a diver can now work 12 to 15 fathoms of water and remain in that depth for a period of three hours. To sum up, the life of the pearly possesses many attractions, one sees a lot of primeval lands and peoples, and has just enough of the gambling element to make it attractive.

FOOCHOW NOTES.

FOOCHOW, April 18th.

The matter of the Formosa export duty on tea, referred to by our correspondent "Merchant" is of grave importance to many. Of course it concerns chiefly the shippers of Oolong tea from Amoy and from this port to America, where this description of tea is chiefly consumed; and in a less degree the general shipper. Assuming that the Chinese will do nothing in the way of assimilating their duties with those of Formosa, the Chinese tea will have to bear their price, or be prepared to hear the buyer say "I am quite willing to offer you Tea, for this string of beads." The 1,000 to place me on the same terms as Formosa shippers as regards duty. Unless something can be done it is patent that the tea trade in Formosa will increase very considerably while that in China will correspondingly decrease.

The following is the letter referred to—

EXPORT DUTY ON TEA.

To the Editor of the *Foochow Daily Echo*.

Dear Sir,—I am informed on good authority that the Japanese Customs in Formosa are now collecting the Export duties on Tea at the rate of \$10.12 per picul, which are retained and allowed to be exported from Amoy free, while the native grown article has to pay an Export duty of \$3.84 per picul.

Surely the "Heavenly Chineses" will not permit their own trade to be handicapped in such a serious manner, which must affect not only Amoy but this port, and Shanghai as well.

Trusting that all merchants interested in the American trade will cry out against this crushing injustice to their business.

Yours, etc.

MERCHANT.

A cricket match between an eleven from H.M.S. *Albatross* and the Foochow Cricket Club was proposed for Monday last, but it did not take place owing to the state of the ground which after Sunday night's rain was a veritable snipe marsh.

Admiral Bell arrived at the Pagoda Anchorage on the *Albatross* on the 18th instant and left on the morning of the 19th for Shanghai. Mr. Consul Allen called on board on Sunday and the Admiral, accompanied by his staff, returned the call on Tuesday.

The figures of the London Tea Brokers' Association for the nine months ending 31st February show that, while there has been an increase in the deliveries of all kinds of tea of 9 millions lbs., the deliveries of China tea have fallen off 20

wards of 2½ millions lbs. as compared with the corresponding months last season.

The performance of our *Our Days* at the Trivoli Theatre on Thursday evening was a grand success. We have no hesitation in saying that the ladies and gentlemen who made their appearance on the stage for the first time in Foochow on this occasion are a distinct acquisition to the F. A. M. & D. S.

It is estimated that the value of the funds sent up country for the purchase of the new season's tea is twenty lakhs of dollars. Included in this estimate is the value of the opium, lead and piece-goods taken up by the tea men. The total is about the same as last year. We believe that the tea men have gone away well advised as to prospects, and with the depressing accounts of markets in London, Australia, North America and Canada it certainly b-oves them to be so. The tea men are prepared for a lower scale of rate here, for assuredly foreign buyers cannot afford to run the risk of repeating their purchases at last season's rates.—*E.H.O.*

THE LAWN TENNIS TOURNAMENT.

WEDNESDAY'S TIES.

Professional Pair—Eccles and Ferguson beat Potts and Stewart—8-6, 1-6, 6-4. Double Handicap—Smith and Atkinson beat Percival and Knox. B. Class Handicap—Donald beat Fredericks—1-6, 6-1, 6-3. Handicap beat Wood—6-0, 6-1.

YESTERDAY'S TIES.

Double Handicap—Handisch and Wade, receive 15, beat Haselund and Gale, scratch—6-2, 6-1.

A. Class Handicap—Anton, owe 15, beat Potts, owe 15. Skelton, owe 15, beat F. Malin, owe 15. B. Class Handicap—Bellion, receive 15, beat Mancel, owe 30.

RIFLE SHOOTING.

RIFLE BRIGADE V. H.M.S. "CENTURION."

The above return match was fired yesterday at Kowloon, and resulted in a substantial victory for the R. B. by 36 points. There was a strong wind blowing at the 600 yards range. Capt. Ferguson and Mr. Power were in great form.

RIFLE BRIGADE.

Capt. Ferguson	300	500	600	Til.
Sub-Lt. D. Power	31	33	30	94
Capt. Bethune	31	33	32	94
Mr. Hoey	30	30	31	91
Lieut. Colonel Norcott	29	31	29	89
Capt. Eccles	31	26	21	78
Lieut. Percival	27	20	20	77
Major Pemberton	30	23	20	73

H.M.S. "CENTURION."

Lt. Sir R. K. Arbuthnot	31	26	26	84
Sub-Lt. W. G. A. Kennedy	28	15	30	83
Lieut. F. A. Powell	29	26	27	82
Lieut. O'Farrell	30	28	23	81
Capt. D. L. Dent	28	31	21	80
Mr. R. Skelton	28	29	23	79
Lieut. R. W. James	29	26	24	79
Lt. H. H. M. A.	27	23	21	71

THE RIFLE BRIGADE REGIMENTAL PLATE.

The Rifle Brigade Regimental Plate was run for yesterday afternoon over the steeplechase course at Happy Valley, and resulted as follows—

ONE AND A QUARTER MILE.—Catch weights over 12 stone.

Capt. Redcliffe's Kobolts.....(Owner) 1
Mr. Salmon's Q.C.....(Owner) 2
Mr. Holland's Vapour.....(Owner) 3
Capt. Patton Bethune's Monte Cristo.....(Owner) 4
Mr. Salmon's Gibraltar.....(Mr. Percival) 5
Mr. Holland's Cocktail.....(Owner) 6

Vapour got away in front and led up to the second flight of hurdles, where he ran out and took the rest with him. They were soon on the proper course again and Monte Cristo led over the water, followed closely by Q.C. Kobolts, and Gibraltar, which order was kept till passing the Green Gate, when Capt. Redcliffe sent Kobolts to the front and making the remainder of the running won easily by eight lengths. A capital race for second place resulted in favour of Q.C. by half a length, with Monte Cristo close up behind.

The trophy was presented to the winner by Mrs. Norcott. Capt. Burrey kindly acted as starter and Lieut. Colonel The O'Connell as Judge. An excellent course was kindly marked out by T. F. Mr. Hough.

LATE TELEGRAMS.

RANGOON, April 4th.

Mandalay is horrified at a case of poisoning. Mr. Lilywhite, telegraph-master, his two sons, two daughters, a brother and two servants were poisoned yesterday at dinner. One daughter died to-day. The father and eldest son are in a very low state and not expected to live. Dr. Dantra declares to be a case of arsenical poisoning. The cook has been arrested on suspicion. The case is under police investigation. Great sympathy is felt for Mrs. Lilywhite and the large family.

A further telegram from Mandalay says that Mr. Lilywhite's eldest son died last night from the effects of poisoning. Mr. Lilywhite died to-day at three o'clock. Two more children—a little girl and a girl—are very ill. The cook has confessed, implicating seven others, six of whom are drunkards. All have been arrested. The cook is said to have received one hundred rupees and a bottle of brandy to do the deed. The motive seems to be revenge against Mr. Lilywhite for having a while ago struck one of Messrs. Rows and Company's drunks for insolence.

LONDON, April 6th.
The Derivatives have advanced as far as Mograb, within twenty miles of Akabeh. The Derivatives occupy a position opposite Akabeh. The Derivatives, near Suakin, have defeated the Derivatives.

A band of farmers are taking refuge in Mafeking (Bechuanaland) as a general native rising is feared in the district, owing to the slaughter of cattle to clear the wide-spread rinderpest, in Rhodesia and Bechuanaland. The inhabitants of Mafeking have appealed to the Governor of Cape Colony for troops.

Scotland has beaten England at Association football by two goals to one.

ROME, April 7th.
The Pope has approved of the decree of a secret congregation creating a separate hierarchy for the Syrian Catholics of Malabar.

LONDON, April 7th.
The Times, in discussing the employment of Indian troops at Suakin, says that it would

be a natural incident of the long-existing connection between India and Africa. It proceeds to consider the position of Indians in Africa, and declares that the matter must form part of the general settled policy of Great Britain. When she remembers the services of her Indian soldiers in Africa, she will not permit them to be deprived of the status of British subjects.

The Hon. Marjorie Gifford has been seriously wounded in North Buitoway.

April 8th.
Colonel Slide has been attached, unofficially, to the staff of General Bullard.
Colonel Sir Richard Martin, the newly appointed Commandant of the Bechuanaland Matabeleland and Mashonaland Police, has sailed for South Africa.

April 9th.
Mr. Cecil Rhodes is down with an attack of fever.

Leonard Courtney, addressing the electors of Bodmin, said the Douglas expedition was in the highest degree impolitic and that if Great Britain really desired the welfare of Egypt she would not waste her resources needlessly by provoking a savage enemy.

April 10th.
Mr. Curzon, replying to a question by Mr. Ashmead Bartlett, said the Government has entered into no engagement with the Powers not to advance beyond Dongola.

The House of Commons has resumed its sittings after the Easter Vacation.
Gifford's party returned to Bulawayo yesterday. They were hotly engaged in twenty miles northwards when the Derivatives reached them. It is estimated that the Hon. Marjorie Gifford's men killed two hundred and fifty Matabeles.

The Derivatives at Tazara retreated across Abait to Asobli, leaving their wounded and a number of mules laden with corn.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SCIENTIFIC POLO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—Polo players in the colony are probably much interested in "On Looker's" articles in the *Daily Press*. I myself have spent some four hours in studying them with the aid of a piece of paper, a pen, and eight little tin soldiers on little tin horses. At the end of that time the little tin horses were lame, the riders prostrate! Could not some mathematician kindly take the articles in hand (not my tin soldiers), and publish the results in algebraical formulae. They might then be of genuine use to our polo players, and especially to
No. 2.

Hongkong, April 24th, 1896.

OUR POTENTIAL FIGHTING STRENGTH.

BY A MILITARY EXPERT.
We are all nowadays agreed that the command of the sea is the first and most vital condition of our continued existence in time of war, and that an overwhelming navy is the best possible guarantee for the maintenance of peace; but the events of the past two months have revealed to even the man in the street the possibility of a coalition against us which, in point of numbers of men, ships, and guns, might challenge our supremacy with very reasonable prospects of success. It is improbable that any coalition with our enemies could sweep our fleet from the seas, except after several weeks of severe fighting. The chances are, owing to the inherent weakness of all coalition leading, that we should not be overwhelmed, but would succeed in holding our own with difficulty until our resources in shipbuilding power, gradually, after perhaps three years, enabled us once again to assert

THE FULL DOMINION OF THE SEAS.

Then the problem arises—Could sea-power alone, and with the aid of a few land contingents, suffice to maintain a successful war against our enemies, and, as in the Napoleonic era, starve them into submission? Assuming even that it could do so, could or would the nation itself afford to wait for this tardy solution? We take leave to doubt it. As events have shown, national feeling, fanned by the wires and voiced by the press, is far more impatient of Fabian policy than in the early days of the century. Moreover, the internal condition of these islands, plucked yet not starved by the disruption of commerce inevitable in a state of war, would call imperiously for steps on the part of the Government to meet the need of the unemployed and to provide means whereby the duration of the crisis might be shortened. In war, it is not merely the collision of armed forces that is decisive; the whole fabric of every nation is subjected to cross strains it was never designed to stand, and often the failure of cohesion between classes, or the aggravated tension of political parties, neutralises, even when they do not destroy, the fighting power of the nation.

In the light of past events it is reasonable to maintain that the internal cohesion of our Empire is far higher than that of any of our possible enemies. Germany, France and Russia, even America, are all more rent by the wedges of socialism, anarchy, and nihilism than our more favoured Isles, and it is well within the range of probabilities that after the strain of a year's fighting

THE BOWNS OF ALLIANCES would be loosened, and at least one if not more of our foes be on the brink of, if not actually confronted by, social revolution. Under these conditions a war with a powerful land power, reasonably expected to precipitate the crisis, and it is to the organisation of a force capable of dealing it that our efforts ought now to be directed.

The declaration of war would bring forward hundreds of thousands of willing volunteers, and a few weeks of strain would throw a million or more out of work. By authorising the formation of an embodied force of over a million strong, Government would not only relieve the congestion of the labour market, but would form the ground-work of an army ready for all eventualities. This is what the French had to do in Paris in 1870, and we should be compelled to follow their example for the same reason, to prevent the sufferings of the unemployed from weakening the national resolution. Let us now see what resources in trained and semi-trained men are actually at our disposal, and may be relied on to come forward if adequate pay and relief for the families be provided. Over and above the existing regular troops, their wives and the militia and volunteers, there are in England

AT LEAST 500,000 MEN trained for seven years in the regular army, and still under forty-five years of age. Over forty-five and under fifty-five there are probably 500,000. The men trained either in the militia or volunteers, and with some idea of discipline and drill, must be many more, and there remain yet numbers who, under these circumstances, literally must come forward to serve or starve.

The regular army, complete by its reserves, is, as far as the men are equal to fighting its own weight of enemies anywhere; but after six months' training would the depot troops, expanded to battalions and filled up with time-expired reservists, be much worse? What, too, of the militia and the volunteers, trained with, say, 25 per cent. of old recruits?

The difficulty of organisation would indeed be considerable, but there is a difference in our readiness to meet such a demand now and thirty years ago. Whereas then there were hardly a dozen men who had even given a thought to questions of mobilisation, there are now many hundreds fairly conversant with the machinery. Given sufficient men and adequate decentralisation, and it takes no longer to raise and equip one than five hundred battalions, and as for supplying the stores and equipment, the resources of the British Isles in time of war are simply boundless. One man in this organisation would be equally trained cavalry and artillery, but even our resources are superior and more under our hands than in America in 1862. How vividly the spirit of patriotism still burns in this country.

THE COURTESY OFFERS OF SERVICE and the immeasurable suggestions, well meant but unpractical, which have appeared in the press abundantly testify to those who now wish to add in preparing for the coming struggle we here offer a simpler and easier road by which they may smoothe our difficulties. Let them at once endeavour, while there is yet time, to master some of the details of organisation and the conditions of efficiency of great armies, so that when the strain at last comes and the Government are compelled to go to the country with the far-reaching laws touching private property, regulations, billeting, and the like, the situation will demand they can lend intelligent aid in passing the bills. This is our real gain from the volunteer movement; the paper strength in our organisation counts for little. What is really important is the formation of a trained military intelligence which may be relied on to prevent factious opposition to necessary enactments and to assist in their due execution.—*Globe*.

HOW THE EMPIRE HAS GROWN.

The population and area of the British Empire have both immensely extended. There are seventy-five people living in the British Isles now for every fifty who were alive when the Queen came to the throne. We have added 27,000,000 square miles of territory larger than Austria—in India; 80,000 square miles as a space as vast as Great Britain—in the rest of Asia; 200,000 square miles—a region as large as Germany—in South Africa; and in East Africa, 500,000 square miles; or about half the extent of European Russia. Our possessions in North America and in Australasia cover one-ninth of the earth's dry land. Canada has been politically reorganised, and translated from rebellion to distinguished loyalty. Constitutional government has been given to Australasia, and may count on an expansion in the next century similar to that of the United States in this.

The British Empire now embraces an area of 8,500,000 square miles, or, if subordinate Indian States and the possessions of the African Companies be included, of 10,000,000 square miles. It contains a population of some 350,000,000 people. Nearly one person out of every four on the earth owes allegiance, directly or indirectly, to the Queen. Its area is larger than that of Russia. It is very doubtful whether China, populous as she is, supports so many people as the British Empire.

Our commercial navy totalled, in 1840, 23,000 vessels, almost all of wood, of 2,800,000 tons, including 750 steam vessels, of 87,000 tons, but in 1894 numbered 21,000 vessels, nearly all of iron and steel, and of nearly 9,000,000 tons, of which 6,000,000 tons go by steam. Electric telegraphy was not invented when the Queen came to the throne. The first year of her reign was the first of the electric telegraph. The Atlantic cable in 1866. Since 1870, when the telegraph wires were taken over by the State, the number of inland messages has risen from 10,000,000 to more than 70,000,000 a year. Then it was one wire, one message, at 80 words a minute. Now six messages can travel by one wire at a speed of 600 words a minute. And the telephone has come in to relieve the telegraph. Postage in 1837 cost four pence a letter from London to Windsor, to Edinburgh thirteen pence. Exports and imports combined amounted in 1837 to about £140,000,000; in 1894 to more than £680,000,000. Then 1,200 articles were subject to Customs duty, now less than one dozen.—*Review of Reviews*.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Hon. W. M. Goodman, Acting Chief Justice.)
March 22nd.

TWO TZU-KI V. YU LOI-WOON.
In this suit the plaintiff sought to recover \$10,000 lent on a promissory note, together with \$6,000 interest from 17th December 1895.

Mr. J. I. Francis, Q.C., (assisted by Mr. Monney) appeared for the plaintiff, and Hon. Dr. Ho Kai (instructed by Mr. Ho Wyson) for the defendant.

Mr. Francis explained that on or about the 17th of December, 1895, the plaintiff lent one Wong Tze-ling \$10,000 on a promissory note which was guaranteed by the defendant and one Lo King-chee. The money had never been repaid either by the borrower or by the sureties.

The defendant claimed to have guaranteed the amount for only two months, and further claimed that he could be released on account of the form of the note.

The hearing of evidence occupied all of this day, and was adjourned until Friday.

March 24th.

The hearing of evidence was resumed to-day and further adjourned.

IN APPELLATE JURISDICTION.

FURNITURE.

Wednesday, April 23rd.
Regina (J. T. Cotton) v. J. Kennedy. Appeal on a point of fact.

SUMMARY JURISDICTION.

(Before His Honour Mr. Sercombe Smith, Acting Police Judge.)
April 24th.

FURNITURE.

The following cases were tried to-day following dates—

Monday, April 27th.
648—Chan Lum Tung v. Kwong Cham
Lee firm & Tang.....\$162.30

Tuesday, April 28th.
634—Tang Nai Sheng v. Man Ho
Tong.....\$153.65

635—Wing On Lee v. Man Ho Tong.....\$172.12
Judgment was given for the plaintiffs in the following cases—
430—Ho Him v. Poon Wo.....\$9.13
601—Tong Nai Ngam v. Chee Fook.....\$100.00
617—Chai v. Chan.....\$100.00
617—Chai v. Chan.....\$100.00
617—Chai v. Chan.....\$100.00

PROPOSED HOME FOR THE AGED AND INFIRM.

We have pleasure, at the request of the Reverend P. de Maria (R. C. Naval and Military Chaplain), in publishing the following announcement—

The undersigned has in view the erection of a Home for the aged and infirm. That the necessary funds may be obtained the assistance of the Community in general is respectfully solicited, and any contribution towards this subscription will be gratefully acknowledged.

L. PIAZZOLI,
Bishop V. A. of H.K.

(Enclosure.)

Already Acknowledged	\$1,850
Doctor Hartigan	50
A. G. Botelho, Esq.	50
Tao Yet Francisco	200
A Friend	50
Capt. O'Keefe	50
W. Lyssaght	50

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (Pera) overdue.
French (Natal) 26th inst.
Indian (Lightning) 27th inst.
American (Coptic) 2nd prox.
Canadian (Empress of Japan) 12th prox.
American (City of Rio de Janeiro) 14th prox.
Tacoma (Strathleaven) 15th prox.

THE D. D. R. steamship *Herk*, from Hamburg, left Singapore for this port to-day, and may be expected here on or about the 1st prox.

THE Norddeutscher Lloyd steamship *Sachsen*, Capt. H. Supper, with mails, etc., left Shanghai for this port at 8 a.m. to-day, and is due here on Sunday night.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 20th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

Glenagarry	steamer, from Singapore.
Haitan	Coast Port.
Hanchow	Swatow.
Freight	Hobrow.
Aggregating	4,673 tons register.

DEPARTURES.

Chusan	steamer, for Saigon.
Doon	Cholon.
Barbado	Saloon.
Chia	Foochow.
Taiyuan	Yokohama.
Compass	Amoy.
Federallion	Swatow.
Hanchow	Shanghai.
Changsha	Australia.
Aggregating	9,602 tons register.

The British steamship *Hanchow* left Swatow on the 23rd instant, and had fine weather and light easterly winds.

The British steamship *Glenagarry* left London, and Singapore on the 18th instant, and had moderate north-east winds and smooth sea till the 23rd, thence to port had strong north-east winds and high sea.

The British steamship *Haitan* left Foochow on the 21st instant, Amoy on the 22nd, and Swatow on the 23rd, and had fine weather and light north-easterly winds throughout. In Foochow the steamship *Hanchow*. In Amoy the steamships *Sabine Rickmers* and *Newkoning*. In Swatow the steamships *Canton* and *Thalia*.

HONGKONG AND WHARFPOLE DOCK RETURNS.

Independent	in Kowloon Dock.
Centur	

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS, ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

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TONIC WINE

Of the Rev. Father A. KERMANN

MOKA-KINA OF DR. GOLZ

CREME DE MANDARINE

AVELINE ANISETTE SUPERFINE

Agents: M. OPPENHEIMER & Co., Paris.

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OF JAPAN

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PARIS

Kananga Water

the most delightfully refreshing

Toilet Water, it renders the skin firm, relieves

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and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

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RIGAUD'S IXORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S PANTAN EXTRACT

RIGAUD'S JASMINE OF CHAMPA EXTRACT

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Hongkong, 20th March, 1896.

HONGKONG TIMBER

YARD, WANCHAI.

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Always on hand.

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Telephone 14th June, 1896.

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STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SANKAN AND KUDAT.

THE Company's Steamship

"CENTAUR,"

Captain Williams, will be despatched on

TUESDAY, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th April, 1896.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"COWRIE,"

Captain Paton, will be despatched as above on

or about TUESDAY, the 5th May.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 20th April, 1896.

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from much Sickness and Suffering by having all your

Drinking and Cooking Water Filtered through

THE BERKEFELD FILTER

AND GERM PROOF FILTERING FILMS.

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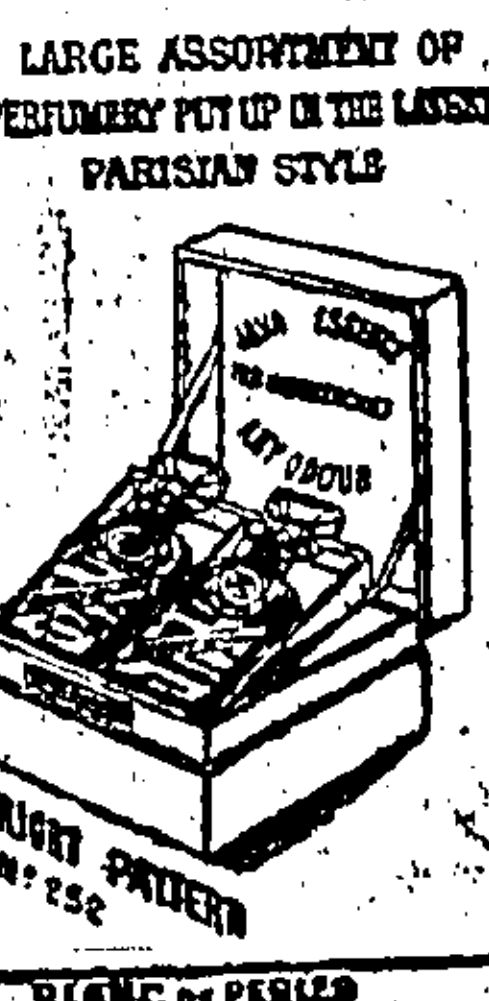
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SOLD EVERYWHERE

LARGE ASSORTMENT OF

PERFUMERY PUT UP IN THE LATEST

PARISIAN STYLE



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STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above

Port on SUNDAY, the 26th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 23rd April, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched on

MONDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th April, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on

THURSDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd April, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above

on FRIDAY, the 1st May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th April, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PALAMED,"

Captain Williams, will be despatched as above

on SATURDAY, the 2nd May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st April, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

R. Innes, Commander, will be despatched on

MONDAY, the 4th May, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engine. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"DARIUS,"

Captain Curry, will be despatched for the above

Ports on SUNDAY, the 26th instant, at

Daylight.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 20th April, 1896.

"MOGUL" LINE OF STEAMERS.

FOR NAGASAKI AND KOBE.

THE Steamship

"SIKH,"

Captain Rowley, will be despatched for the above

Ports on MONDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 18th April, 1896.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"SKULD,"

Captain Rafen, will be despatched for the above

Ports on MONDAY, the 27th instant, at 5 P.M.

For Freight or Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 22nd April, 1896.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above

on TUESDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 22nd April, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain Jones, will be despatched as above on

or about FRIDAY, the 1st May.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 15th April, 1896.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE,"

Captain Davies, R.N.R., will be despatched for the

above Port on or about THURSDAY, the

7th May, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 17th April, 1896.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will load here for the above Port,

and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, 18th February, 1896.

FOR NEW YORK.

THE 100 A. L. American Ship

"T. F. OAKES,"

E. W. Reed, Master, shortly expected from the

North, will load here for the above Port, and

will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 27th February, 1896.

FOR NEW YORK.

THE 100 A. L. American Ship

"TAM O'SHANTER,"

Peabody, Master, will load here for the above

Port and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.,

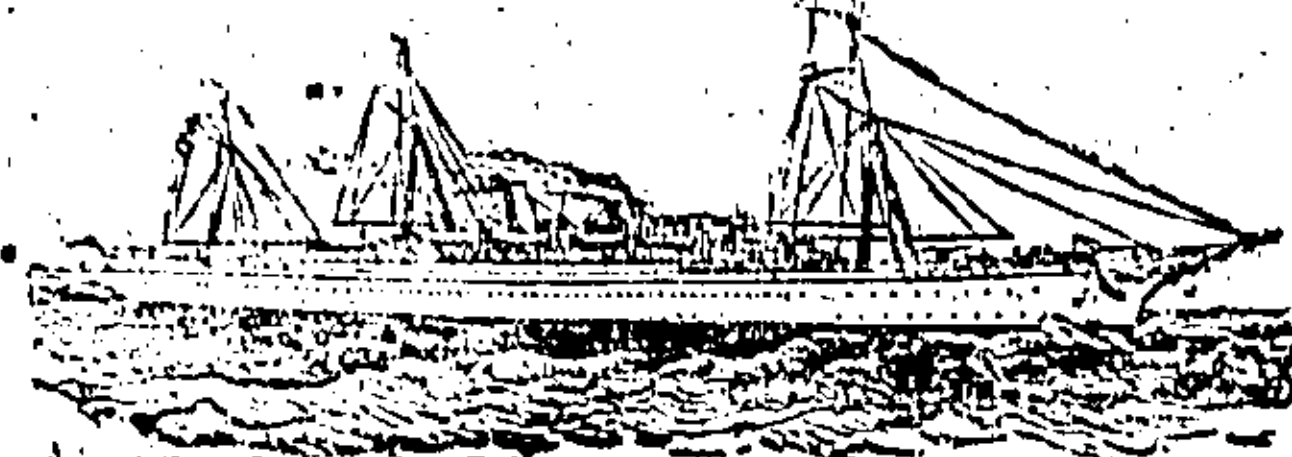
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Hongkong, 16th March, 1896.

Mails.

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1896.



1896.

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EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 24th April.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 24th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th June.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

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TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

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SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,

via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,

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The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,

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(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddar's Street.

Hongkong, 8th April, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Amoy, Naga-), Saturday, 25th April,

saki, Kobe, Inland Sea & Yokohama.)

Cobite (via Naga-), Wednesday, 13th May,

saki, Kobe, Inland Sea & Yokohama.)

Galle (via Naga-), Saturday, 30th May,

saki, Kobe, Inland Sea & Yokohama.)

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via

AMOI, NAGASAKI, KOBE, INLAND SEA AND

YOKOHAMA, on SATURDAY, the 25th

April, 1896, at Noon. Connection being made

at Yokohama with Steamers from Shanghai.